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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SUBJECT Arctic Highway

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REFERENCES

25X1 1. The Directorate of the Arctic Highway, known in Russian as Upravleniye Zapolyarnoy Dorogoy, is located in Nikel (N 69-26, E 30-17) on Gvardeyskiy Prospekt, where it occupies two buildings, approximately opposite the weighing platform.

25X1 2. The Arctic Highway was built by the Finns before the recent Soviet occupation of the Pechenga (N 69-33, E 31-12) area, and [ ] is solidly constructed and better than most roads he had seen in the Soviet Union.

3. The left fork to Nikel is at the 82-kilometer point [ ] measured south from Liinakhamari (N 69-38, E 31-20), which is 11 kilometers from Nikel and three kilometers beyond Salmiyarvi (N 69-27, E 30-08). After the fork to Nikel, the Arctic Highway continues in a southwesterly direction and reaches the Soviet-Finnish frontier at the 182-kilometer point.

4. From Liinakhamari to the 153-kilometer point the kilometer posts are made of iron tubing, about eight to ten centimeters in diameter and about 150 centimeters high. They are erected on a concrete base and painted black. On top of each post two signs are fixed on which are painted black figures on a yellow background. On the right hand side the figures represent the distance in kilometers from the coast (Liinakhamari), while those on the left are figures which source presumed to be distances to the Finnish-Soviet border. From

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the 153-kilometer point on southward as far as the Finnish border the kilometer posts are no longer of standard design and vary in shape considerably. For example, some are just wooden posts with a sign on top giving the distances.

5. The Arctic Highway is of uniform width of about four meters. It is metalled, but not macadamized. Because of its limited width, heavy vehicles frequently have difficulty in passing each other. Along most of the length of the road there are drainage ditches, and all the bridges observed are built of wood. Telephone lines run along the entire length of the road; there are also power lines in certain sectors. There is an electric power line from Yaniskoski (N 68-58, E 28-47) to Nikel, which follows the highway most of the way. The highway is kept in good repair, and the directorate at Nikel employs for this purpose numerous repair workers who are popularly known as vlasovtsi. Some of these people are not really ex-members of the Vlasov Army but simply former prisoners-of-war who have received sentences of from eight to ten years of forced labor. 25X1  
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most of them were expecting to be released by the end of September 1953.  these vlasovtsi during winter and summer on the whole length of the highway, working in groups of about ten men. They live in huts and barracks close to the road. The senior man in charge of each group is responsible for their work and submits a daily report to the directorate in Nikel on numbers and hours worked.
6. The security of the Arctic Highway, which is within the frontier zone, is controlled by the MVD Border Guards (Pogranichniki), who maintain a number of check and control points along it.
7. There is only one road in and out of Nikel and this forms the continuation of Gvardeyskiy Prospekt, which joins the Arctic Highway at the 82-kilometer point. Leaving Nikel, one passes the weighing platform (for trucks carrying crude ore) on one's right. A little further on, also on the right, there is a side road leading to the Municipal Farm (Podsobnoye Khozyaystvo). This is a government-operated farm for the town of Nikel and outstations on the Arctic Highway. Various sorts of vegetables are produced here in the open as well as under glass. A herd of cows is also kept at this farm and the milk produced is supplied to canteens and workers' children.
8. Passing the town cemetery and the bakery on the right, one reaches the Zapravochnaya Stantsiya (gasoline and diesel oil filling station). This is the official and only filling station in the whole area. It is situated about three to four kilometers outside Nikel on the left side of the road. There are two pumps (kolonki) outside, for gasoline and for diesel fuel (solyarki). The building, which stands a little off the main road, is made of whitewashed brick and consists of a small office and a store for motor oils and greases. The filling station is run entirely by women. Just above this station, on a small mound, there are two spare cisterns, about six meters long and two meters in diameter, which are probably connected by pipes to the cisterns underneath the pumps as a reserve supply. To fill up, all drivers have to produce and give up talony (coupons) for the amount required. These are obtainable from the Dispecherskaya (Dispatch Office). No other documents are required. It is possible for the drivers to sell these coupons (talony) on the black market; in fact, in Leningrad one can approach any official driver and ask whether he has any gasoline coupons for sale. The price is usually .70 rubles for a liter. These coupons, at least in Leningrad, are valid only for the month of issue and if not used in time cannot be exchanged for new ones. Soon after leaving the filling station, one passes two wooden bridges, each 10 meters long, with a large lake on the right. The surrounding area consists of sopki (mounds or small hillocks, usually of granite) which are sometimes bare but usually covered with small trees.

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9. The following points are located on the Arctic Highway running south from Liinakhamari. Distances are those from Liinakhamari to actual control point.
- a. The 15-kilometer point is located between Liinakhamari and Pechenga. There is a small wooden building beside the road at this point.
  - b. At the 79-kilometer point between Pechenga and Nikel there is a camp enclosed by a steel fence. There is a lake on the left side of the highway.
  - c. At the 82-kilometer point is a sign which reads: "To Nikel 11 kilometers; Salmiyarvi, 3 kilometers; Liinakhamari, 82 kilometers; and to the Finnish border 100 kilometers." The triangle formed by the road fork is filled by a mound (sopka), with a Border Guard watchtower facing north. Source has never seen it used by the border guards, although it is still connected by telephone wires. The watchtower is about 10 meters high, and a road branches off at this point in the direction of Nikel.
  - d. At the 91-kilometer point there is a brickyard on the right. It is a very dilapidated structure. Now it makes roofing tiles rather than bricks. The labor force at the tile factory consists of military personnel who wear uniforms with red shoulder boards and blue edging. They are referred to locally as the krasnopogonniki. It is exactly halfway between Liinakhamari and the Finnish frontier. There are living quarters further along on both sides of the road for the workmen of the Forest Sector (lesouchastok) and their families. There are about 15 to 20 houses; some are Russian log houses, others are Finnish prefabricated wooden bungalows. The population is estimated at about 300-400 persons. The soldiers stationed here are ordinary Soviet Army personnel (not Border Guards) and are engaged in sawing up timber, for which purpose they have a pilorama (electric saw) in a wooden shed. Their main work is making planks, which are later taken away by army trucks, probably for some unit building program. These soldiers (unit unknown) also have red shoulder boards with blue or black piping and are also referred to as krasnopogonniki. The Norwegian border can easily be seen as soon as one arrives at the road junction at the 82-kilometer point along the road to the brickyard.
  - e. The 104-kilometer point is located between Nikel and the lesouchastok (Forest Sector) of the Pechengskiy Nikelkombinat. This point marks the beginning of the pervaya zona (first zone) or pogrannichnaya polosa (border strip). The section of the Arctic Highway from Liinakhamari to this point is in restricted zone # 2. This point has a lake on the right.
  - f. At the 115-kilometer point there is a small settlement to the left of the road, consisting of about 10 houses of the Russian log hut type and some five or six still under construction. [redacted] a shpalo rezka (a saw for cutting wood into railroad ties) is housed in this settlement, and [redacted] unimpregnated railroad ties stacked by the main road. [redacted] the houses here are occupied by the soldiers employed on the sawmill as well as a few civilians. [redacted] a railroad was being planned between Murmansk and Pechenga. There is a lake to the right of the road at this point and a wooden bridge six meters long over a fast-flowing stream.

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- g. At the 118-kilometer point there is a small settlement of two to three houses occupied by soldiers (krasnopogonniki) engaged in loading unsawn timber on trucks. Presumably, the felling is done by them in the forests nearby. [ ] these men are probably members of construction battalions (stroitelnyye batalony). 25X1
- h. At the 121-kilometer point there is a small camp.
- 25X1 i. At the 127-kilometer point are four or six log houses which can be seen on the left side of the road, where soldiers are employed loading trucks with timber. [ ] the main lumber camp of these soldiers must be further away in the forest, where it cannot be seen from the road.
- 25X1 j. At the 133-kilometer point the road turns to the left toward the lesouchastok (Forest Sector), which is about five kilometers away. This side road is in an appalling state of disrepair. It is supposed to be the Forest Sector's function to look after this road but little is ever done to it. [ ] it is quicker to reach Nikel from the 133-kilometer point than to cover the five kilometers from the 133-kilometer point to the lesouchastok. There are at least 15 one-story wooden buildings and some Finnish type houses, which are painted red, two and one-half kilometers from the road. This is a border guards' camp and it has a stable with at least 20 horses. Two majors and their families live here.
- k. At the 138-kilometer point, some distance from the road on the right, there are about 15 houses in very poor condition. Travnikov, head of the Forest Sector, lived here with his family and hoped to move to the lesouchastok as soon as a house being built for him was ready for occupancy. Some road repair workers (vlasovtsi) are also based at this point.
- l. Between the 138- and 140-kilometer points there is a small meteorological station (vetrodui) on the left of the highway. This is a single-story wooden house with a small tower structure on the roof, reached by wooden steps from the ground. Four resident female employees (civilians) work there. On top of the tower there is a wooden mast topped by a wind vane. The mast is higher than the surrounding tree tops.
- m. At the 140-kilometer point there is a small settlement of about six houses on both sides of the road, inhabited by workers from the Forest Sector. Three soldiers occupied one room in one of the houses which had a telephone. There is a considerable amount of iron scrap and vehicle wreckage along the road.
- n. At the 153-kilometer point there is a border guard post consisting of about 10 log huts, some 15-20 meters from the west side of the road and at a lower level than the highway. There is a small lake nearby.

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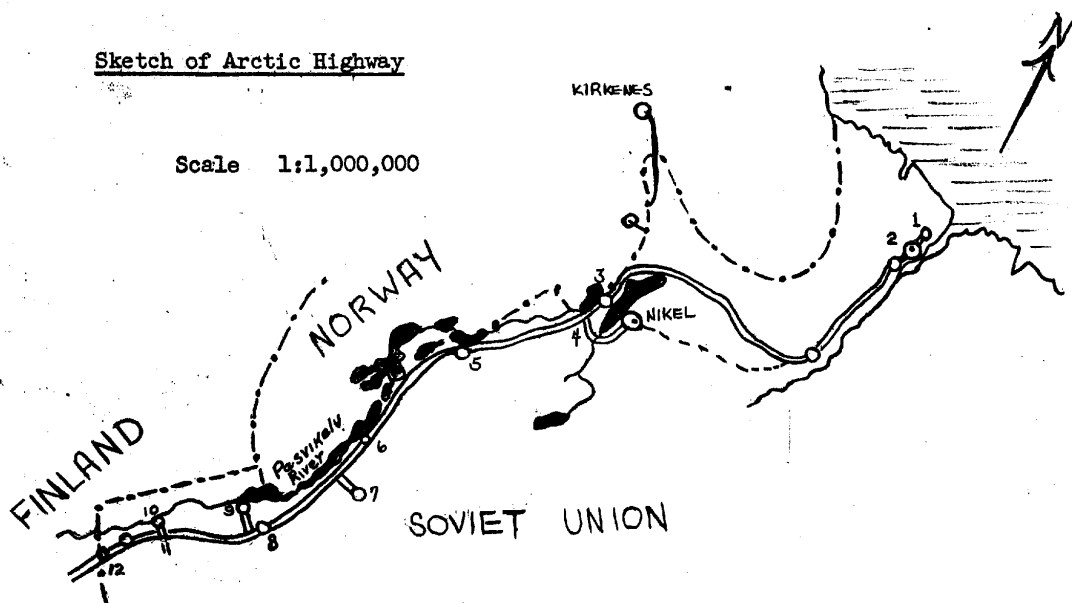
- o. At approximately the 155-kilometer point is the branch road to Rayakoski, to the right.

it leads to the Pasvikelv River, where workmen are engaged on the construction of a dam which will probably have generating equipment for electric power when completed.

- p. On the right side of the road near the 159-kilometer point there is another Border Guard post surrounded by a plank fence two meters high. The fenced-in area has a frontage of about 70 meters along the Highway. A little further on, on the opposite side of the road, there is a sand quarry. sand is transported from here to Rayakoski for the construction of the dam. Just beyond the sand quarry is an unused watchtower, on a mound to the left of the road.
- q. At the 168-kilometer point there is a branch road on the right to Yaniskoski. This road is in a poor state of repair but is not nearly as bad as the one leading to the Forest Sector. The 168-kilometer point was the farthest point ever reached by source on the Arctic Highway.

#### Sketch of Arctic Highway

Scale 1:1,000,000

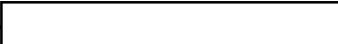


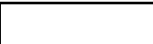
- International frontiers.
- == Arctic Highway
- Towns
- Settlements
- Lakes
- ~ Rivers.

1. Liinakhamari
2. Pechenga (Petsamo)
3. Salmiyarvi
4. Fork to Nikel, 82-kilometer point
5. 104-kilometer point
6. 120-kilometer point
7. Forest Sector
8. 153-kilometer point
9. Rayakoski
10. Yaniskoski
11. 168-kilometer point
12. 182-kilometer point on border with Finland

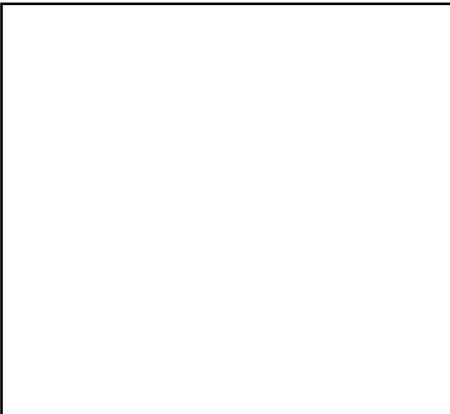
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